were taken up to make the road in traffic worthy condition. These steps are in addition to the routine maintenance and periodic renewal works taken up for maintenance of National Highways.

Amritsar-Attari Road

255. SHRI VARINDER SINGH BAJWA:
DR. MURLI MANOHAR JOSHI:
SHRI RAJ MOHINDER SINGH MAJITHA:

Will the Minister of SHIPPING , ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government have recently instructed the Punjab Government to take up the four-laning of Amritsar-Attari road on a priority basis;

(b) if so, the details thereof; and

(c) the financial assistance provided by the Central Government to Punjab in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIAPPA): (a) No, Sir.

(b) and (c) Do not arise.

Completion of Golden Quadrilateral Project

†256. DR. MURLI MANOHAR JOSHI:
SHRI RAM JETHMALANI:

Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that the Golden Quadrilateral Project in the country would now cost 35,000 crores of rupees if completed by June, 2006 instead of the earlier estimate of 30,300 crores rupees;

(b) if not, the facts in this regard;

(c) the anticipated time overrun in the completion of the said project; and

(d) the reasons therefor?

†Original notice of the question was received in Hindi.

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIAPPA): (a) and (b) The original estimated cost of Golden Quardrilateral Project at 1999 price was Rs. 25,055 crore (excluding interest during construction (IDC) and escalation). The expenditure as on 31.10.2005 on the project is Rs. 23,303.59 crore. The final cost indication would be arrived at only after completion of all projects. However, it is estimated that the actual expenditure on the project will not differ much from the stimated cost, allowing for normal inflation.

(c) and (d) It is estimated that the Golden Quadrilateral Project would be substantially completed by June, 2006.

The reason for delay in some contracts are:

(i) Delay in land acquisition;

(ii) Delay in environmental and forest clearances;

(iii) Delay in shifting of utilities;

(iv) Delay in clearances of Railway over Bridges;

(v) Law and order problems;

(vi) Poor performance by some contractors etc.

Over Bridge on Badarpur Border

†257. DR. PRABHA THAKUR: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) how much time the proposed construction of over bridge on the Badarpur Border would take which was sanctioned in April, 2005;

(b) whether Government have entered into any financial contract with any private company;

(c) the cost likely to be incurred on the construction of this over bridge and whether cost be recovered through toll tax realised from the vehicles passing throrugh the over bridge and the time-frame for its completion; and

(d) whether tender would be invited globally and international companies would also participate in this?

†Original notice of the question was received in Hindi.